United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name Lagoon Roller Coaster

other names/site number Lagoon Dipper, Silver Coaster, Giant Coaster, White Roller Coaster

2. Location

street & number 375 N. Lagoon Drive ☐ not for publication

city or town Farmington ☐ vicinity

state Utah code UT county Davis code 011 zip code 84025

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

X **national** ___ **statewide** ___ **local**

Signature of certifying official/Title Date

Utah Division of State History / Historic Preservation Office
State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official Date

Title State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

___ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

Signature of the Keeper Date of Action

Lagoon Roller Coaster | **Davis County, Utah**
Name of Property | County and State

5. Classification

Ownership of Property
(Check as many boxes as apply.)

- [X] private
- [ ] public - Local
- [ ] public - State
- [ ] public - Federal

Category of Property
(Check only **one** box.)

- [ ] building(s)
- [ ] district
- [ ] site
- [X] structure
- [ ] object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
	2	buildings
		district
		site
2		structure
		object
2	2	**Total**

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

Historic Resources of the Lagoon Amusement Park, 1886 – 1976

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions.)

RECREATION AND CULTURE: roller coaster

Current Functions
(Enter categories from instructions.)

RECREATION AND CULTURE: roller coaster

7. Description

Architectural Classification
(Enter categories from instructions.)

OTHER: Wooden Roller Coaster
MODERN: Post-War Streamline Moderne (loading and unloading station only)

Materials
(Enter categories from instructions.)

foundation: CONCRETE
walls: N/A
roof: N/A
other: WOOD, IRON, STEEL

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The Lagoon Roller Coaster, built in 1921, was designed by John A. Miller for the Lagoon Amusement Park in Farmington, Davis County, Utah. The roller coaster is a wooden structure measuring approximately 690 feet in length including the station and waiting area. The coaster is 62 feet high at it tallest point. The design is classified as a double out and back coaster with a total track length of 2,598 feet. In November 1953, the original station and a portion of the lift hill were destroyed by fire. The lift hill as designed by Miller was recreated in 1954, but the new station was rebuilt in the Post-War Streamline Moderne style. The waiting area was modified in 1992 to provide a handicap access ramp. The site includes two non-contributing support buildings, the chain/motor house, and a storage shed. The historic period of significance for the Lagoon Roller Coaster spans from the date of construction in 1921 to the post-fire reconstruction in 1954. All subsequent modifications to the coaster, including ongoing maintenance and safety upgrades, have had minimal impact on the historic integrity of the original John A. Miller design. The Lagoon Roller Coaster meets the registration requirements of the Multiple Property Listing, *Historic Resources of the Lagoon Amusement Park, 1886-1976*, and is a contributing historic resource in the community of Farmington, Utah. Although the roller coaster at Lagoon has had at least four distinct formal and informal names, it most consistently through its ninety-year history been known simply as the roller coaster. For this reason, the Lagoon Roller Coaster has been chosen as the historic name.

Narrative Description

Site

The footprint of the Lagoon Roller Coaster lies within an area of approximately 1.35 acres out of approximately 60 acres for the park.[1] The coaster is located in the historic southwest quadrant of the park just south of the main entrance. The 1921 roller coaster was built on the same site as an older double-eight coaster, which operated at Lagoon from 1907 to 1920. When viewed in plan, the 1921 coaster is divided between the main oval track and an intersecting U-shaped section of track that includes the lift hill, brake run, and station. The main oval is approximately 520-feet long and 90-feet wide. The oval extends 350-feet into Lagoon's main parking lot and is separated from the parking area by an eight-foot chain link and barbed wire fence. Because of its placement, the wooden roller coaster is the park's most salient landmark as seen from Interstate 15. The freeway runs parallel to the park's west boundary and is the route that most patrons take to the park. The coaster entrance is at the south end of the midway at the northwest corner of the park's namesake artificial lagoon. A handful of newer rides, midway games, outdoor stage, and a historic carousel are clustered near the coaster entrance.

Structure

The original construction of the wooden coaster likely began in the fall of 1920 as the ride was completed in time for the park's opening on May 28, 1921. The structure of the main oval is 40-feet high. The original construction methods consisted of a timber and stud framework (probably pine lumber) set into concrete footings and held together with metal

[1] This estimate is for the operating portion only excludes the parking lot, campground, support areas, and undeveloped land owned by the park.

bolts. The structure was originally painted white to protect the wood. The coaster is inspected daily during operation for weaknesses caused by rot, insect infestation, or cracking due to the stresses of both lateral and vertical loads. Major replacement of defective structural elements typically takes place during the off-season between November and March.

Over its ninety-year history, the coaster has been essentially rebuilt with in-kind materials, but has never lost its integrity of setting and design as associated with the original construction period. The management of Lagoon has made minor modifications to the workmanship of the coaster to enhance safety. For example, in the last few years, Lagoon has initiated a program of gradually replacing the bents (the series of transverse structural frames) and the batter bracing members with treated wood that does not require painting. The unpainted wood provides a better visual inspected for defects.[2]

Because Lagoon is located near the Wasatch Fault and Farmington Canyon, the latest in-kind replacements have been designed as both a seismic and wind retrofit. The bents are held together with heavier bolts and more gusset plates, but are also designed to flex as needed. Continuous upgrades have also been made to the concrete footings and foundation. The first replacement footings were required only two years after the initial construction when the foundation was damaged by a 1923 flood. Another major foundation upgrade came after the 1953 fire. More recently, the replacement vertical timbers have been fitted with a protective metal shoe and attached to a new concrete foundation by a pair of steel baseplates. Approximately twenty percent of the coaster has been recently rebuilt. The completion of the project will take several years. The modifications do not impact the historic integrity of the structure because other than the color—the white roller coaster is gradually turning brown—the changes are not readily apparent to the general public. Signs informing the public of the new policy were posted around the coaster in 2004.

Minimal modifications have been made to the non-structural elements of coaster's main oval. The two elevated levels of track sit on ledger boards held together with track ties. The track steel is an example of a coaster with underfriction wheels, an innovation Miller patented in 1919 to keep the coaster train from lifting completely off the track. The track consists of three separate pieces: the top running steel, the side steel, and the up-stop steel. Though the track steel has been upgraded, the essential design remains the same. Walk boards and hand rails are located on either side of the track steel for the mechanics inspecting the ride and for emergency evacuation if needed. The walk boards on the hills also have stepping boards.

Track Design

The Lagoon Roller Coaster is classified as an out and back coaster because it returns to the same station for loading and unloading. It is also a double out and back coaster because it makes two circuits of the main oval. The first circuit features higher hills and runs on the interior of the main oval. The second circuit features a series of lower "bunny hop" hills that run along the outside of the main oval. There are two turnarounds, one at each end. The east turnaround is where the track runs under the lift hill. The west turnaround is bi-level with the first circuit running at the top of the bents and the second circuit directly underneath. The ground inside the main oval has been paved with asphalt (circa 2005). There is a non-contributing circa 1990 tool shed near an original "tunnel" under the coaster for maintenance vehicles.

The main oval runs northeast to southwest at an approximate ten degree angle. The U-shape track runs approximately 200 feet at a twenty degree angle to the southeast, identical to the configuration of the pre-fire track. The original station located at the end of the U-track was a partially-open frame structure measuring approximate 80 by 50 feet. The narrow end faced east, which was open at the in and out gates. A 1942 photograph of the station entrance show it had been

[2] The Pippin Roller Coaster in Memphis, Tennessee, a 1928 structure also designed by John A. Miller, was not painted, and has been similarly rebuilt several times. The Pippin Roller Coaster was listed on the National Register of Historic Places in 2007. Judith Johnson and John T. Dulaney, *Pippin Roller Coaster*, National Register of Historic Places Registration Form, 2007: [5].

modernized with Art Deco-style lettering on a stucco false front. The 1950 Sanborn map shows four small support buildings just west of the station. In November 1953, a fire at Lagoon destroyed the station, support buildings, and portions of the lift hill and brake run. All were rebuilt in time for the May opening of the 1954 season. The lift hill and brake run were replaced using in-kind wood members, but the station was constructed with more fireproof materials: concrete block, brick, steel, and iron.

Station

The footprint of the re-built station was the same size and at the same location as the 1921 station. The redesign of the station was decidedly modern with the clean futuristic look of the 1950s. The curving roof was designed to blend with the bow-string trusses of the reconstructed midway buildings and dance pavilion also destroyed by fire. The barrel-shape of the station runs east to west is completely open except for the operator booth at the northeast corner. The curving iron supports along the north and south elevations. The structural ribs are visible on the interior supporting the corrugated steel roof. The station is on a raised platform of concrete block. The floor is composed of metal plates on either side of the track trough.

The east elevation has been modified slightly since 1954. Originally the riders entered on the south side under a cantilevered flat roof with a curved end, invoking the streamline moderne style. A vertical element punctured the cantilevered roof giving the station a post-war moderne look. The base of the east elevation was faced with Roman brick under the exit ramp. In 1992, the entrance was redesigned to meet ADA-accessibility requirements. The vertical element was removed and a concrete ramp was installed. Handicapped riders are taken from the ramp queue to the exit on the north side of the station platform to avoid the narrow wait lines and air gates on the south side. In 2009, the ramp was cosmetically upgraded with cobblestone facing, a wrought-iron balustrade, and new signage that complements the 1954 design. The support elements of the station are painted red and the second elements are silver and white.

The station platform and the portion of the brake run closest to the station are supported on concrete block and iron posts. There is room for one train to be stored inside the station with room for the second train on a platform to the rear. In 2001, the computer system was upgraded and a steel transfer track was installed. At the rear of the station, there is a combination of wood and chain link fencing around the transformers boxes and the chain/motor house nestled next to the lift hill. Much of the chain assembly is historic (circa 1954), but the shed-roof chain house has been rebuilt (circa 1990) and is a non-contributing building. A non-contributing storage shed was built at about the same time.

Trains/Cars

There have been at least three sets of trains running on the Lagoon Roller Coaster since 1921. The exact configuration and manufacturer of the original train cars is unknown.[3] After the 1953 fire, the cars were replaced the stainless steel cars produced by the National Amusement Device Company (NAD). The current cars were manufactured by the Philadelphia Toboggan Company (PTC).[4] Each car consists of three two-person bench seats. Lagoon currently has two trains each with four cars for a total of twenty-four riders per train. The buzz-bar restraints were replaced with individual ratcheting lap bars in 1990, around the same time the manual skid brakes were replaced with fin brakes. In 2008, the

[3] In November 1920, John A. Miller filed a patent for an open "pleasure-railway" car with inline seating and protective rails (US Patent #1380732). This may have been similar to the design of the original cars, although the more traditional two row bench-seat cars were also available at this time (see US Patent #1102822 in 1914 or #1319888 in 1919).

[4] The original cars could have been produced by either NAD or PTC. PTC was established in 1904 and John A. Miller was a consultant for the company as early as 1911. PTC is still in business today. John A. Miller was also associated with the NAD, which was established in 1920.

current bright orange lap-bar restraints and molded plastic headrests were installed. The controls were completely computerized in 2006. The Lagoon Roller Coaster has a ride capacity of 1,920 passengers per hour.

Ride Experience

After walking through the waiting area ramp and switchbacks, the riders are divided into pairs at the air gates.[5] The average ride duration is just under two minutes. The trains leave the station in a counter-clockwise curve to immediately ascend the lift hill on the barrel chain of the lift hill assembly. Riders hear the familiar click-clacking sound of the ratchet dog (aka anti-rollback device), another safety innovation designed by John A. Miller to keep the train from rolling backward in case of a broken chain or loss of power. At the top of the lift hill, riders go under a Lagoon sign/flag post. As the train crests the hill it is freed from the chain assembly and allowed to take the 57-foot first drop at approximately 45 miles per hour. The second hill has a 35-foot drop. The train then ascends to the top of the west 40-foot turnaround with the aid of a second shorter lift chain. Riders experience another hill before ascending to the east turnaround, which cuts under the lift hill. The second circuit is on a lower level on the north side of the coaster where the riders experience a 20-foot hill and a gentle double-dip before ascending to the lower level of west turnaround. On the final leg of the ride, passengers get additional airtime on two "bunny hop" hills before returning to the station along the brake run.[6] Riders exit to the north past the operator booth and onto a metal bridge that crosses over the trains leaving the station. The exit ramp is at the northeast corner.

Summary

Although some safety modifications have been made to the ride, Lagoon's wooden roller coaster retains its historic integrity, particularly in terms of location, design, and feeling. A plaque awarded by the American Coaster Enthusiasts (ACE) is mounted near the exit bridge. ACE designated an "ACE Roller Coaster Landmark" in 2005 recognizing the historic significance and authenticity of the wooden coaster. As the sixth oldest roller coaster in the world and the fourth oldest in the United States, the Lagoon Roller Coaster contributes to the historic resources of the Lagoon Amusement Park and the Farmington, Davis County, area.

[5] Signs posted near the entrance indicate the height restrictions for riders. Patrons between the 46" and 50" tall must be accompanied by a responsible person. Patrons under 46" tall may not ride.

[6] In roller coaster terminology "airtime" is the feeling created by negative G-forces when the body of the rider is forced upward resulting in air between the seat and a passenger's bottom. It is most commonly felt on a drop or at the crest of a non-lift hill.

Lagoon Roller Coaster | **Davis County, Utah**
Name of Property | County and State

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [X] A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [ ] B Property is associated with the lives of persons significant in our past.
- [X] C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply.)

Property is:

- [ ] A Owned by a religious institution or used for religious purposes.
- [ ] B removed from its original location.
- [ ] C a birthplace or grave.
- [ ] D a cemetery.
- [ ] E a reconstructed building, object, or structure.
- [ ] F a commemorative property.
- [ ] G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance
(Enter categories from instructions.)

ENGINEERING
ENTERTAINMENT/RECREATION

Period of Significance
1921-1954

Significant Dates
1921, 1954

Significant Person
(Complete only if Criterion B is marked above.)

Cultural Affiliation
N/A

Architect/Builder
John A. Miller, Designer & Engineer
Harry C. Baker, Engineer
Colorado/Colonial Construction Co., Builder

Period of Significance (justification)

The period of significance includes the original construction of the roller coaster and the subsequent reconstruction of the loading station and lift hill in 1954. The roller coaster is in continuous use today and is eligible up to the 50-year cut-off for National Register of Historic Places eligibility, but the time period was chosen to focus on the major building phases.

Criteria Considerations (explanation, if necessary) N/A

Statement of Significance Summary Paragraph

(Provide a summary paragraph that includes level of significance and applicable criteria.)

The Lagoon Roller Coaster, built in 1921, at the Lagoon Amusement Park in Farmington, Utah, is nationally significant under Criterion C in the area of Engineering as a rare extant example of the work of master roller coaster designer John A. Miller. John A. Miller is widely regarded as the most prolific and innovative coaster designer of the twentieth century. During his nearly fifty-year career, Miller designed 140 coasters and filed over 100 patents related to coaster technology and ride safety. The Lagoon Roller Coaster is one of only seven surviving and operating historic coasters designed John A. Miller. The Lagoon coaster was constructed in his most productive period during his partnership with engineer Harry C. Baker. The firm of Miller & Baker Inc. designed thirty-nine coasters between 1920 and 1923. The Lagoon coaster is one of only three extant examples of the company's work. It is the third oldest surviving example of John A. Miller's work and features many of the ride and safety innovations that Miller invented in the first half of his career. The Lagoon Roller Coaster has had only minor modifications, mostly in-kind replacement materials, since its original 1921 construction, and retains its historic integrity in terms of location, setting, design, workmanship, and the feeling of a traditional wooden roller coaster. The Lagoon Roller Coaster is currently the sixth oldest operating roller coaster in the world and the fourth oldest in the United States.

The Lagoon Roller Coaster is also significant under National Register of Historic Places Criterion A, for its association with the transformation of the Lagoon Amusement Park from a summer resort pleasure garden to a modern amusement park in the first half of the twentieth century. The coaster was built at the beginning of a phase of the park's history marked by the incorporation of new technologies to enhance the patron's experience. The coaster's station and lift hill were destroyed by a 1953 fire that ravaged half of the park. The rebirth of the park after the fire began a second period of expansion and modernization, of which the wooden roller coaster remained an important element. The Lagoon Roller Coaster is Utah's only extant traditional roller coaster. It is one of only twelve surviving coasters out of approximately 1,500 that were built during America's Golden Age of roller coasters in the 1920s. The roller coaster is significant in the area of Entertainment/Recreation as a representative of that era and meets the eligibility requirements of the Multiple Property Submission, *Historic Resources of the Lagoon Amusement Park, 188~~6~~ 1976* . The period of historic significance from 1921 to the 1954 reconstruction spans three contextual periods of the Multiple Property Submission: Mechanical Amusement Park Period, 1921 – 1945; the Post-War Modernization Period, 1946 – 1953; and the Theme Park Transition Period, 1954 – 1976.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Early History of the Lagoon Amusement Park

Lagoon's first incarnation was as a beach resort called Lake Park on the edge of the Great Salt Lake three miles west of the city of Farmington in Davis County, Utah. Lake Park was built by the Denver & Rio Grande Western Railroad midway between Ogden and Salt Lake City. Lake Park was partially owned by Simon Bamberger, a transportation magnate and governor of Utah from 1917 to 1920. Lake Park opened on July 15, 1886. The roundtrip train fare provided admission to dancing, roller skating, target shooting, a bowling alley, and a pleasure garden. Attractions included "two

large sail boats and a small steam boat . . . a Flying Jennie . . . a number of live, active burros with saddles and bridles, for the amusement of the children."[7]

Only a few years after the opening of Lake Park, the waters of the fickle Great Salt Lake began to recede, leaving the resort beaches with a "sticky brand of blue mud" that spelled misery for bathers by the early 1890s.[8] In 1896, Simon Bamberger moved Lake Park's roller skating rink, saloon, café, pavilion and other attractions inland to a property at the western edge of Farmington. The new resort featured two artificial lagoons and was christened the Lagoon Summer Resort and Picnic Grounds. The Lagoon resort opened on July 12, 1896. An early advertisement in the *Salt Lake Tribune* called it the "finest picnic spot in Utah" with "Excellent boating, Elegant dancing pavilion, Fine music, A shady bowery" and a "good restaurant on the premises."[9]

At the beginning of the 1903 season, Simon Bamberger raised its train and admission fare from 25 cents to 50 cents in order to attract "only the best class of patronage" and actively promoted the Lagoon's "beautiful grounds" with its shade trees, flowers, grass, gardens, and cool temperatures in an effort to distinguish the resort from its lakeside rivals, particularly the Saltair resort.[10] But it was the two mechanical thrill rides that brought record-breaking crowds to the resort for the 1906 and 1907 seasons.[11] Shoot-the-Chutes was installed in time for the 1906 season and is considered Lagoon's first thrill ride.[12] On the 50-foot tall Shoot-the-Chutes, eight to ten passengers would sit in flat-bottom boats, which were dragged to the top of the ride by a cable and rotated 180 degrees on a turntable for a fast descent into an elongated pond of water. After only a few months of operation, the ride was damaged by high winds in October 1906. In time for the 1907 season, the ride was repaired and the "pond at the foot of the chute [was] enlarged for better handling of the boats."[13] That spring the resort also constructed its first roller coaster-type ride referred to as a scenic railway.[14] The scenic railway was a 40-foot high wooden trestle supporting a double figure-eight roller coaster, possibly designed by Frederick Ingersoll who had designed a scenic railway for the Salt Palace Resort the previous year. A Lagoon advertisement published in 1907 used the term "thrilling roller coaster" to describe the scenic railway.[15]

History of the Lagoon Roller Coaster

During the early 1900s, a series of managers handled day-to-day operations of the resort for Simon Bamberger. By the time Bamberger began his gubernatorial campaign, the resort was in the capable hands of A. C. Christensen. Anthon C. Christensen served as the assistant manager of Lagoon between 1908 and 1916, and the general manager between 1917 and 1927.[16] A. C. Christensen traveled frequently to other amusement parks on the east and west coasts, and became one of the first amusement park professionals in the state.[17] He was elected as a director for the National Association of Amusement Parks at the organization's annual meeting in December 1921.[18] It was during Christensen's tenure in the

[7] *Salt Lake Tribune*, June 19, 1887: 6. For a more complete description of Lagoon's early history, please see the Multiple Property Documentation form for *Historic Resources of the Lagoon Amusement Park, Farmington, Utah, 1889-1976.*
[8] *Saltair*: 14-15.
[9] *Salt Lake Tribune*, July 13, 1896: 8.
[10] *Saltair*: 73; *Salt Lake Herald*, April 21, 1903: 5; *Salt Lake Herald*, August 17, 1903: 5-6.
[11] [Report on the Salt Lake & Ogden Railway Co., May 9, 1907], TMs, Utah State Historical Society. The report notes 117,870 paid admissions for the 1906 season. The estimate for 1907 was 150,000.
[12] *Deseret News*, March 19 1906: 7. *Deseret News*, October 22, 1906: 2.
[13] *Deseret News*, April 27, 1907: 12.
[14] *Deseret News*, May 25, 1907: 12.
[15] *Salt Lake Tribune*, July 3, 1907: 8. On May 30, 1908, the scenic railway had its first serious accident when a young man was thrown from the one of the cars and suffered a broken leg. *Davis County Clipper*, June 5, 1908: 1.
[16] A. C. Christensen's wife, Isabella, worked as a bookkeeper for the resort in the 1930s.
[17] *Davis County Clipper*, October 21, 1921: 1.
[18] *Salt Lake Telegram*, December 18, 1921: 2.

1920s that the Lagoon Resort was first referred to as the Lagoon Amusement Park.[19] Christensen was also responsible for the installation of Lagoon's first modern roller coaster.

A. C. Christensen was likely familiar with the work of John A. Miller through his contacts at the National Association of Amusement Parks. It is also possible that John A. Miller may have spent time in Utah during his time working as an engineer for Frederick Ingersoll, who had designed both the Salt Palace railway and the Giant Racer, a 1919 twin coaster for Saltair. By 1920, John A. Miller was well known in the amusement park industry. He had already designed forty-four of the 140 coaster designs attributed to him.[20] In addition Miller had filed fourteen coaster patents prior to 1921, including his two most important innovations: the anti-rollbacks engaging chain patent filed in 1910 and the upstop wheel arrangement patent filed in 1919. Both of these devices are incorporated in the design of the Lagoon Roller Coaster. In January 1920, John A. Miller entered into a partnership with Harry C. Baker, another well-known roller coaster engineer. The design of the Lagoon coaster is attributed to John A. Miller alone, but Baker's expertise and influence should not be discounted since their three-year partnership was the most productive time period for both men in terms of coaster design and construction. In a 1923 catalogue for Miller & Baker, Inc., the roller coaster at Lagoon in Farmington was listed as the "Pippin Dips."[21] Pippin was one of several working names that Miller favored, but was not used by the Lagoon management after the coaster started operating. The first name of the roller coaster at the Farmington resort was the Lagoon Dipper.

While the designer of the Lagoon Roller Coaster is well established, the builder is unclear. The American Coaster Enthusiasts (ACE) plaque identifies the builder as the Colorado Construction Company. David and Diane Francis provide the name of the Colonial Construction Company in their history of roller coasters based on vintage postcards.[22] The only known primary source was an article from the *Davis County Clipper* that describes the new features at Lagoon for the 1921 season: "One is called the Lagoon Dipper being similar to the one at Saltair and was built by a Colorado Company, at a cost, it is said, of something like $75,000."[23] The $75,000 outlay was by far the largest expense for a single amusement device that the Lagoon resort had purchased to that date.

Lagoon's scenic railway was demolished to make room for the Miller-designed coaster. The Lagoon Dipper was twenty feet taller and extended 450 feet further west than the scenic railway. As soon as the upper bents were put in place, the structure was an instant landmark on the approach to Lagoon from any direction. Only seven months earlier, on August 18, 1920, Lagoon was the spot chosen for a celebration of the completion of a concrete highway running between Salt Lake City and Ogden.[24] Although the Bamberger electric railroad remained popular, an increasing number of patrons were driving to Lagoon in private vehicles and entering the resort from the west where the roller coaster could be seen to its best advantage. Most of the new coaster was built on previously undeveloped land, but the local newspaper noted that the "shoot-the-chutes has been moved farther back [to the west], the pond in front of the same changed and enlarged" the relocation of the shoots incline may have been designed to accommodate the crowds that would be lining up for the new coaster.[25] Advertising copy text modulated from describing the resort as "40 Acres of Joy" to the evocative "Coney Island of the West."[26]

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[19] Both names were used interchangeably and intermittently depending on the source.

[20] Statistical data on roller coaster design, technology, and status was derived from the Roller Coaster Database (www.rcdb.com) and the American Coaster Enthusiasts (www.aceonline.org). More information on the work of John A. Miller is found in the additional historic context section below.

[21] Robert Cartmell, *The Incredible Scream Machine: A History of the Roller Coaster*, (Fairview Park, Ohio: Amusement Park Books, Inc.; Bowling Green, Ohio: Bowling Green State University Popular Press), 1987: 120.

[22] David W. and Diane DeMali Francis, *The Golden Age of Coasters in Vintage Postcards,* (Chicago, Illinois: Arcadia Publishing, 2003): 96. The original source for both attributions is unknown.

[23] *Davis County Clipper*, May 27, 1921: 4. Neither the Colorado nor the Colonial Construction Company was found in a search of the Colorado Business Directory for 1921.

[24] *The Weekly Reflex: Concrete Highway Edition*, 14, no. 45 (August 19, 1920):10-11.

[25] *Davis County Clipper,* May 27, 1921: 4.

[26] Compare *Salt Lake Tribune,* May 29, 1918: 8 to *Ogden Standard Examiner,* May 30, 1922: 7.

For the 1921 season, the Lagoon Resort opened two days earlier than its typical Memorial Day opening, one of only a few times Lagoon broke with tradition during the first half of the twentieth century. On Saturday, May 28, 1921, the public was invited to ride the Lagoon Dipper for the first time. The Lagoon management walked a fine line between exciting and reassuring the general public about the new ride. Advertisements announced the coaster as "The Wildest Ride You Ever Took," but newspaper articles described the ride as "a giant roller coaster that is said to be the largest in the United States, and while full of thrills from start to finish, is as safe as a rocking chair.[27] To portray the Lagoon Dipper as the largest in the United States in 1921 was arguably not true, but the Lagoon coaster was the largest roller coaster between Denver and the West Coast at the time of its construction.

With the installation of the roller coaster, the Lagoon began to more closely resemble a traditional American amusement park. In the 1920s, Lagoon's Midway took form with the roller coaster and carousel anchoring the south end. A funhouse was built at the center point of the Midway in 1923. The Lagoon Dipper was meticulously maintained through the 1920s and 1930s. After a devastating flood on August 13, 1923, the concrete footings of the coaster were replaced and photographs indicate it was frequently repainted.[28] In 1927, A. C. Christensen retired and Simon Bamberger's son, Julian M. Bamberger became president of the park.[29] By the 1930s, the name Lagoon Dipper had fallen out of favor and the ride was referred to as simply the Lagoon Coaster. In 1933, a tunnel was built over a portion of the ride "providing an added thrill to this breath taking ride."[30] Sometime between 1937 and 1942, the façade of the loading station was remodeled in the Art Deco-style and the ride renamed the "Silver Coaster" though it was still more commonly known as just the Roller Coaster through the 1940s. It is not known when the locals started calling the ride, the "white coaster," but the nickname stuck and is in common use today.

Throughout the first half of the twentieth century, Lagoon and Saltair remained competitors. When the swimming pool at Lagoon was enlarged and filtered in 1927, Lagoon began advertising with the slogan "swim in water fit-to-drink," a refreshing alternative to the, singular yet unpleasant, experience of swimming in the Great Salt Lake.[31] After a devastating fire in 1931, Saltair rebuilt and enlarged its Giant Racer twin-track roller coaster to rival the Lagoon coaster. Both of the resorts weathered the depression years, but in slightly different ways. Saltair spent money on big name bands of the period, while Lagoon focused on local talent.[32] But it was geography that ultimately doomed the more flamboyant Saltair. The lakeside resort had little room to expand and the mercurial levels of the Great Salt Lake wreaked havoc on Saltair's infrastructure. Meanwhile, Lagoon was situated on a major transportation corridor on the narrowest portion of land between the Great Salt Lake and the Wasatch mountains with plenty of room to grow. As fewer patrons rode the train, Lagoon was able to expand its parking lot several times in succession. Both Lagoon and Saltair, along with nearly all of Utah's recreational venues, experienced a three-year closure (dark period) between 1943 and 1945, due to a scarcity of gasoline, materials, and labor during World War II. Saltair never recovered. The resort struggled financially, particularly after an August 1957 wind gust toppled the Giant Racer. The coaster was not rebuilt and Saltair did not open again at its original site after the end of the 1958 season, leaving the Lagoon Roller Coaster as Utah's only historic wooden coaster.[33]

Lagoon nearly suffered the same fate. By early 1946, the Lagoon Amusement Park was filled with weeds and the rides were falling apart. The Bamberger family had lost interested in running the park and considered razing it, but agreed to lease it to entrepreneurs Ranch Kimball and the Freed brothers, Robert, David, Daniel, and Peter, who came home from

[27] *Utah Daily Chronicle,* May 27, 1921: 2. *Salt Lake Telegram,* May 27, 1921: 9.
[28] Among the losses suffered that day, A. C. Christensen's brother Arnold Christensen died of shock and exertion. *Davis County Clipper,* August 17, 1923: 1.
[29] Simon Bamberger died in 1926.
[30] *Salt Lake Telegram,* May 29, 1933: 6. The tunnel was removed at an unknown date, but before the 1950 Sanborn map.
[31] [Lagoon promotion brochures, 1938 and 1940], Utah State Historical Society files.
[32] *Saltair*: 73.
[33] The abandoned structures were destroyed by fire in 1970. Recent attempts to rebuild Saltair at a different location on the lake have met with mixed results. Saltair currently operates as a concert venue rather than an amusement park.

the war looking for a project.[34] They had their hands full. Under the name Utah Amusement Corporation, the partners spruced up the park in time for a 1946 season opening and added nine new attractions in time to celebrate the 50th anniversary of the park in 1947.[35] The roller coaster got a make-over for its twenty-sixth anniversary: "Another resort favorite the giant roller coaster will be outlined with an ostentatious lighting system. The coaster has a large crew of trained men making repairs and structural steel is being installed to reinforce the curves, all of which is being done in consultation with one of America's experts on coaster rides."[36]

By 1950, Lagoon had a mix of old and new rides. The Century Flyer with its sleek stainless-steel "rocket ships" had replaced the aeroplane swings, but the miniature railway was retained for the "kiddies" although relocated to the former location of the Shoot-the-Chutes incline. On September 6, 1952, the electric passenger railroad made its final stop at the Lagoon station. When the rail company shut down operations completely, the *Salt Lake Tribune* published this eulogy: "The Bamberger Railroad died yesterday, the victim of a 'collision' with the family automobile."[37] Some old timers mourned the loss of the Bamberger, but for the majority of the park's patrons, the automobile was the preferred mode of travel to Lagoon.

On the night of November 14, 1953, as an orange glow appeared on the mountains to the east, Farmington residents got in their cars and parked along the highway to watch as half of the Lagoon Amusement Park burned to the ground. The fire destroyed the west side of the midway, the dance pavilion, and the fun house. The roller coaster station and front portion of the lift hill were destroyed. The carousel was charred, but eventually saved by fireman continuously dousing it with water throughout the night.

With only partial insurance, the park began an ambitious program of rebuilding with a $500,000 investment for the 1954 season. The roller coaster was rebuilt with a gleaming new station in the streamline moderne-style to match the new patio ballroom and midway buildings. Two new train cars were purchased from National Amusement Device Company (NAD). The stainless steel cars with headlights and grill were a good match for the streamline-look of the new neon-lined station. The coaster was officially renamed the Giant Coaster on the new signage. The architect for the recovery was R. Lloyd Snedaker from Salt Lake City. The Rocky Mountain Construction Company was the builder. Lagoon's phoenix-like opening took place on May 1, 1954. Two years later, five acres was devoted to the first themed section of the park, Mother Goose Land, which a children's ride area, featuring a 12-foot high coaster built by the Allan Herschell Company of New York.[38]

Lagoon's 1965 season opened with the first new roller coaster built in the park since 1921, the Wild Mouse, a coaster that used single-car trains on a track with very tight turns.[39] In the early 1970s, the Interstate-15 freeway system through Davis County was completed with an off-ramp that deposited visitors near Lagoon's front gate. After Ranch Kimball's retirement in 1970, the Freed family continued to manage the park and eventually purchased it in 1983 under the name of the Lagoon Corporation. Until his death in 1974, it was Robert Freed who was most intimately involved in developing the vision of the park. He made himself an amusement park professional, and in 1963 was named president of the

[34] After several years of serving as the President of Lagoon, Ranch Kimball gave up his managerial interest in the park in 1970. *Deseret News*, January 26, 1980.
[35] The 1946 season was marred by the death of James Young Hess, a Lagoon employee who died from injuries sustained after being hit by a roller coaster train while working on the structure. Only two other deaths have occurred during the coaster's ninety-year history: a twenty-one year-old man in 1934 and a thirteen year-old girl in 1989 died after falling off the coaster. Both riders were believed to have stood-up during the ride.
[36] *Davis County Clipper*, April 25, 1947: 5. It was more accurately the 51st anniversary since the resort opened in 1896. The article also described plans for "streamlined cars and a modern loading platform," but how much of the plan was executed in 1947 is unclear.
[37] *Salt Lake Tribune*, January 1, 1959. The railroad continued with limited passenger service from Ogden to Hill Air Force Base in the 1950s and some freight service through December 1958.
[38] The 1956 kiddie coaster was replaced by the Puff the Magic Dragon Coaster in 1985.
[39] Two versions of the Wild Mouse (1965 and 1975) have been replaced by a new version

International Association of Amusement Parks and Attractions (IAAPA).[40] Robert Freed introduced the first thematic section of the park, a kiddie-ride area known as Mother Goose Land in 1956. His brother, Peter Freed, took over management of the park in 1974 and oversaw the creation of Pioneer Village, a museum-quality collection of historic buildings and artifacts, which opened in 1976 in time for America's bicentennial celebration.

The park is currently owned by the Lagoon Investment Company. The management has consistently added at least one new attraction per year, including eleven new coasters between 1973 and 2011. In Gary Kyriazi's history of American amusement parks published in 1976, Lagoon was described as "one of those older amusement parks which through constant renovation somewhat resembles a modern theme park, although it is basically traditional."[41] Today what once was the Lagoon Summer Resort and Picnic Grounds has become the Lagoon Amusement Park, but despite the novelty of the annual new attractions, the sense of nostalgia remains.

Much of the nostalgia can be found in the old-fashioned wooden roller coaster that still stands at the west entrance to the park. Lagoon maintains the John A. Miller coaster, now known simply as the Lagoon Roller Coaster, for many reasons. It has become an icon of the park, one that is included in all of Lagoon's promotional materials. Recently new entrance gates were designed that pay homage to the old coaster. More importantly, the coaster continues to attract as many riders as the newer thrill rides. Many feel that wooden roller coasters, like fine wine, get better with age: "The wood creaks and has just enough give to make it scarier. They [the new coaster designers] thought steel would provide the ultimate ride, but it's just too smooth."[42] Recent structural and safety enhancements have ensured that the old roller coaster can continue to operate in perpetuity.

On July 30, 2005, the American Coaster Enthusiasts (ACE) recognized the Lagoon Roller Coaster an "ACE Roller Coaster Landmark." ACE reserves the Landmark designation for rides of "historic significance" and the traditional roller coaster experience. The commemorative plaque reads:

> Representing Utah's only traditional wood coaster since 1958, its distinctive structure, stretching from the midway into the adjacent parking area, seems ideally set against the striking backdrop of the Wasatch Mountains. As the sixth oldest coaster in the world, *Roller Coaster* continues to thrill riders of all ages and remains integral part of Lagoon's appealing collection of roller coasters.

The Lagoon Roller Coaster is eligible for the National Register of Historic Places and is significant in the areas of Engineering and Entertainment/Recreation for its association with the Lagoon Amusement Park and the work of master roller coaster designer John A. Miller.

Developmental history/additional historic context information (if appropriate)

John A. Miller, Harry C. Baker, and the Golden Age of Roller Coasters

John A. Miller was born August John Mueller, a son of German immigrants, in 1872 in Homewood, Illinois. Miller was nine years old when Philo M. Stevens used the phrase "rolling coaster device" to describe a circular railway he built in Chicago twenty-five miles north of Homewood. When August Mueller was just nineteen years-old, he began working for

[40] *Salt Lake Tribune*, July 18, 1974. One of the most important contributions Robert E. Freed made to Lagoon was to abolish race restrictions which had been in place at the amusement park since its inception. He was inducted into the IAAPA Hall of Fame in 1990, the same year as Walt Disney.
[41] Gary Kyriazi, *The Great American Amusement Parks: A Pictorial History*, (Secaucus, N.J.: Citadel Press, 1976): 253.
[42] Peter Freed, quoted in the *Deseret News*, August 22, 1978.

LaMarcus A. Thompson. Thompson is credited with building the first successful American roller coaster, a "Gravity Pleasure Switch Back Railway" for New York's Coney Island in 1884. LaMarcus Thompson has been nicknamed the "Father of Gravity."[43] Within a few years, Mueller was Thompson's chief engineer and using the name John A. Miller professionally. By 1903, Miller was designing scenic railway and figure-eight coasters for both Thompson and Frederick Ingersoll, who designed the first scenic railway in Utah in 1906.[44]

In the first two decades of the twentieth century, John A. Miller designed forty-four roller coasters. In addition to LaMarcus Thompson and Frederick Ingersoll, John A. Miller collaborated with other important coaster designers of the time, including Fred and Josiah Pearce. Miller began consulting with the Philadelphia Toboggan Company (PTC) in 1911. The PTC was established in 1904 by Henry A. Auchy and Chester Albright. The company built coasters from 1904 to 1979. Although PTC no longer builds coasters, the company is still in operation today and is the leading manufacturer of original and replacement train cars for wooden roller coasters. John A. Miller was also associated with the Dayton Fun House and Riding Device Manufacturing Company, which later became the National Amusement Device Corporation (NAD) in 1920.

Though none of Miller's early roller coasters are extant, his inventive legacy survives in the fourteen coaster technology patents he filed between 1909 and 1919. His most important patents during this period revolutionized the coaster technology of the period and the concepts are still used by the coaster industry today. In 1910, John A. Miller of Homewood, Illinois, filed five patents for "pleasure railway" devices. Patent #979984 for the "anti rollbacks engaging chain" was an industry safety standard within a few years. The device, commonly called a safety ratchet or safety chain dog, prevented the train cars from rolling backwards during a chain break or loss of power on a coaster's lift hill. The safety device creates the characteristic click-clack sound that riders hear as they ascend the lift hill of a traditional wooden roller coaster.

During the 1910s, he continued to invent more safety devices, including handlebars, grips, and a new wheel system that used eight wheels under each car. Four were road or running wheels and four were guide or side friction wheels that kept the train on the tracks. Patent #1319888, which John A. Miller filed in July 1919, added four more wheels to each car. The final set, the underfriction wheels, locked the cars onto the tracks and prevented derailing. The "upstop arrangement," as it was termed on the patent, allowed Miller and subsequent coaster designers of the period to build steeper hills and sharply banked turns to create increasingly more exciting rides through the 1920s.[45]

John A. Miller's patent for the upstop arrangement coincided with the Golden Age of Roller Coasters, a time period that is usually synonymous with the Roaring Twenties in American history. The United States emerged from the horror of World War I to embrace unprecedented industrial growth based on new technologies, accelerated consumer aspirations and demand for new products, and a desire to break with traditional mores of lifestyle and culture. Owners and operators of summer recreation resorts responded by adding more mechanical amusements to what had been strolling pleasure gardens and picnic grounds at the turn of the century. In 1919, there were an estimated 1,500 amusement parks in the United States, with New York's Coney Island thrill rides and funhouses the most famous.[46] A chronicler of Coney Island

[43] Of the twenty-eight coasters LaMarcus Thompson designed, only one, built in 1914 for the Tivoli Gardens in Denmark, has survived (www.rcdb.com). The Leap-the-Dips Coaster in Altoona, Pennsylvania, designed by Edward Joy Morris, is the last surviving example of a double-eight roller coaster and is the oldest standing and operating roller coaster in the world. It was listed on the NRHP and as a National Historic Landmark (NHL) in 1991 (#91000229).

[44] Frederick Ingersoll designed forty-eight coasters during his career, but none have survived. The scenic railway Thompson designed for the Salt Palace Summer Resort was razed after the complex was damaged by fire on August 29, 1910, and is not included in the roller coaster database. However, the design of the partially enclosed Salt Palace thematic scenic railway appears to be similar to other documented railways that Thompson designed with Miller as his chief engineer.

[45] *The Golden Age of Roller Coasters*: 60. Two years later John A. Miller patented an "upstop retrofit" for older track structures.

[46] Kyriazi, 98. Though John A. Miller's name has been linked to Coney Island, he designed only two coasters in the area: a Flying Turns coaster (operated 1934-1939) and the Thunderbolt (operated 1925-1982). The house built in the structure was featured in the Woody Allen film "Annie Hall." The Thunderbolt was demolished in November 2000.

bluntly described the amusement park as a place for exhibitionism and light sex: "After all, who could blame a young woman for throwing her arms around her escort in fright as a roller coaster made an earthbound plunge, and how could that same girl keep her dress completely down while sliding down a wildly twisting slide?"[47] Historian John Kasson believed that amusement parks like Coney Island "institutionalized the carnival spirit for a culture that lacked a carnival tradition."[48] By the end of the 1920s, there were an estimated 2,000 roller coasters operating throughout the United States marking a Golden Age of Roller Coaster construction and operation.[49]

In January 1920, John A. Miller formed a partnership with Harry C. Baker. Harry Charles Baker was born in Illinois in 1887. Harry C. Baker was a contractor specializing in roller coaster construction. His first coaster, a collaboration with Frederick Ingersoll and John A. Miller, was built in 1914. The 1920 census shows Harry C. Baker and his wife, Meta, living in Baltimore, Maryland, in a boarding house with a group of amusement park workers. He was likely on site working on a coaster. He identified himself as a contractor-architect. A catalogue produced in 1923 indicates that Miller & Baker, Inc. had three offices: the main office in New York City, the central office in Homewood and a western office in Los Angeles. Baker probably oversaw the New York office. He had moved to Westchester, New York, by the time of the 1930 census, where he was listed as a building engineer. Harry C. Baker is credited as a builder, rather than a designer on some of the roller coasters he produced with Miller. The Los Angeles office was in the care of Charles Paige, who designed at least two coasters with John A. Miller.[50] John A. Miller kept his Homewood, Illinois office.[51]

Between 1920 and 1923, Miller & Baker, Inc. designed thirty-nine roller coasters, which averages to about one coaster a month for the firm. Much of the catalogue copy focuses on the inventions of John A. Miller. The three to four years that Miller and Baker worked together was the most productive time in either man's career. Only three coasters survive from the period that Miller & Baker, Inc. existed. Two were completed in 1920. The Jack Rabbit coaster at Kennywood Park, in West Mifflin, Pennsylvania, was built into the undulating terrain of the park and is considered one of Miller's masterpieces.[52] The Jack Rabbit at Seabreeze Amusement Park in Rochester, New York, is also a terrain coaster. It is shorter than the Lagoon coaster, but features a taller first drop.[53]

The Lagoon Roller Coaster is the only survivor of nine coasters designed by the company in 1921. The Pippin Roller Coaster, in Memphis Tennessee was designed by Miller & Baker in 1923. It was the first Miller coaster to be individually listed on the National Register of Historic Places in 2007, but was unfortunately demolished three years later.[54] John A. Miller and Harry C. Baker dissolved their partnership in 1923. In 1927, Baker supervised the

[47] Ibid.
[48] John F. Kasson, *Amusing the Million: Coney Island at the Turn of the Century,* (American Century Series. New York: Farrar, Strauss and Giroux, Hill and Wang), 1978: 50.
[49] "The Golden Age" in ACE Roller Coaster History (www.aceonline.org).
[50] Charles Paige designed a total of thirteen coasters over his lifetime, of which two in Blackpool, England, are still operating.
[51] Census records were difficult to confirm for John A. Miller because of the common name. An August Miller of the correct age lived in Homewood, Illinois, with his wife Anna on the 1920 census. August Miller gave his occupation as builder. On the 1930 census, a John and Anna Miller are living on the same street in Homewood. The 1930 couple is two years younger than the couple on the 1920 census, which may be the reason some biographers give 1874 as Miller's birth year. In 1930 the John Miller in Homewood modestly gave his occupation as laborer in the park industry.
[52] Kennywood Park includes three operating coasters with ties to Miller: the Jack Rabbit built in 1920, the Racer designed by Miller in 1927, and the Thunderbolt, which was originally a 1924 coaster named the Pippin that was enlarged in 1968. Kennywood Park was listed on the NRHP and the NHL as a historic district in 1987 (#87000824). Playland Park in Rye, New York, is another amusement park listed as a historic district on the NHPR and NHL in 1980 (#80004529). The Dragon Coaster at Playland was designed in 1928 by Frederick Church.
[53] The Jack Rabbit at Seabreeze was damaged by a 1923 fire and presumably rebuilt by Miller & Baker Inc.
[54] *Pippin Roller Coaster,* National Register of Historic Places Registration Form, 2007 (#07001166). The Pippin was reportedly Elvis Presley's favorite coaster. The roller coaster was recreated in its original configuration with new materials and opened as the Zippin Pippin at the Beach Bay Amusement Park in Green Bay, Wisconsin, in 2011. The Wild One, built in 1986 at Six Flags America in Maryland, is another recreation of a Miller design.

construction of the famous Cyclone Roller Coaster at Astroland on Coney Island.[55] Harry C. Baker continued designing and builder coasters until his death in 1939.

In Homewood, Illinois, the John A. Miller Company continued to produce several roller coasters a year through the 1920s. Miller also continued to file patents for many different types of amusement devices. He would eventually file over 100 patents in his lifetime. For this reason, John A. Miller is often referred to as the "Thomas Edison of Roller Coasters." Historian Robert Cartmell has described Miller's process in the following way:

> The opening parallel with Thomas Edison is not far fetched. Yet, unlike Edison, Miller did not have a "think tank" with other inventors working for him. He had a uniquely inventive mind and was something of a loner needing only business partners, in most cases, to handle mundane ledger work and mail . . . . Miller was almost the "Golden Age of Roller Coasters" by himself.[56]

John A. Miller continued to design coasters through the difficult depression years, sometimes alone, sometimes with partners such as Norman Bartlett or Charles Rose, or with the NAD. He inspired other prolific coaster designers, for example, Harry G. Traver and Herbert P. Schmeck. But even the most productive of coaster designers in the first half of the twentieth century, produced less than half of the 140 coasters designed by John A. Miller. Four later Miller-designed coasters are still operating: the Big Dipper in Blackpool, England (1923), the Racer at Kennywood (1927), the Legend at Arnold's Park in Iowa (1930), and the Coaster Thrill Ride at Puyallup Fair in Washington (1935, rebuilt).[57]

John A. Miller spent his last few years traveling in Mexico. He died in Houston, Texas, on June 24, 1941, while designing a roller coaster for that city. John A. Miller was buried in Homewood, Illinois, under the name of Mueller.

Today, only the contributing coasters at Kennywood Park represent the important work of John A. Miller on the National Register of Historic Places.[58] The Lagoon Roller Coaster is eligible for the National Register as the third oldest of only nine extant historic coasters designed by John A. Miller. It represents the work of Miller & Baker, Inc. and incorporates many of the innovations that John A. Miller patented just in time for the Golden Age of Roller Coasters.

[55] The Cyclone was built on the site of Thompson's first scenic railway. Baker was involved in the design and/or construction of forty-two coasters during his careers. Only two completed after his work with Miller, the Cyclone and the Thunderbolt at Six Flags, New England, are still operating. The Cyclone was listed on the NRHP in 1991 (#91000907).
[56] Cartmell: 124.
[57] The Puyallup Fair Coaster was originally a John A. Miller design that was destroyed by fire in the 1940s. It was rebuilt twice between 1950 and 1970, and is in the process of a third reconstruction.
[58] Other coasters listed on the NRHP or NHL not previously mentioned include: the Santa Cruz Beach coaster designed by Arthur Loof in 1925 (#78000753) and the Mission Beach Coaster in San Diego designed by Prior and Church in 1928.

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Previous documentation on file (NPS):

____preliminary determination of individual listing (36 CFR 67 has been requested)
____previously listed in the National Register
____previously determined eligible by the National Register
____designated a National Historic Landmark
____recorded by Historic American Buildings Survey #_____
____recorded by Historic American Engineering Record # _____
____recorded by Historic American Landscape Survey # _____

Primary location of additional data:

__X__ State Historic Preservation Office
____Other State agency
____Federal agency
____Local government
____University
____Other
Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property 1.35 acres
(Do not include previously listed resource acreage.)

UTM References
(Place additional UTM references on a continuation sheet.)

	Zone	Easting	Northing		Zone	Easting	Northing
1	1/2	424880	4512930	3			
2				4			

Latitude: 40.985030 **Longitude:** -111.894690

Lagoon Roller Coaster | **Davis County, Utah**
Name of Property | County and State

Verbal Boundary Description (Describe the boundaries of the property.)

The boundaries of the Lagoon Roller Coaster include everything within the fenced area at the base of the structure, the loading station, and the waiting area.

Boundary Justification (Explain why the boundaries were selected.)

The boundaries are those historically associated with the property since the original footprint of the roller coaster was established in 1920-1921, and only slightly modified during the partial reconstruction in 1954.

11. Form Prepared By

name/title Korral Broschinsky, Preservation Documentation Resource
organization prepared for the Lagoon Amusement Park date June 21, 2012
street & number 4874 Taylors Park Drive telephone 801-913-5645
city or town Taylorsville state Utah zip code 84123
e-mail k.broschinsky@att.net

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.

  A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Continuation Sheets**

- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Lagoon Roller Coaster

City or Vicinity: Farmington

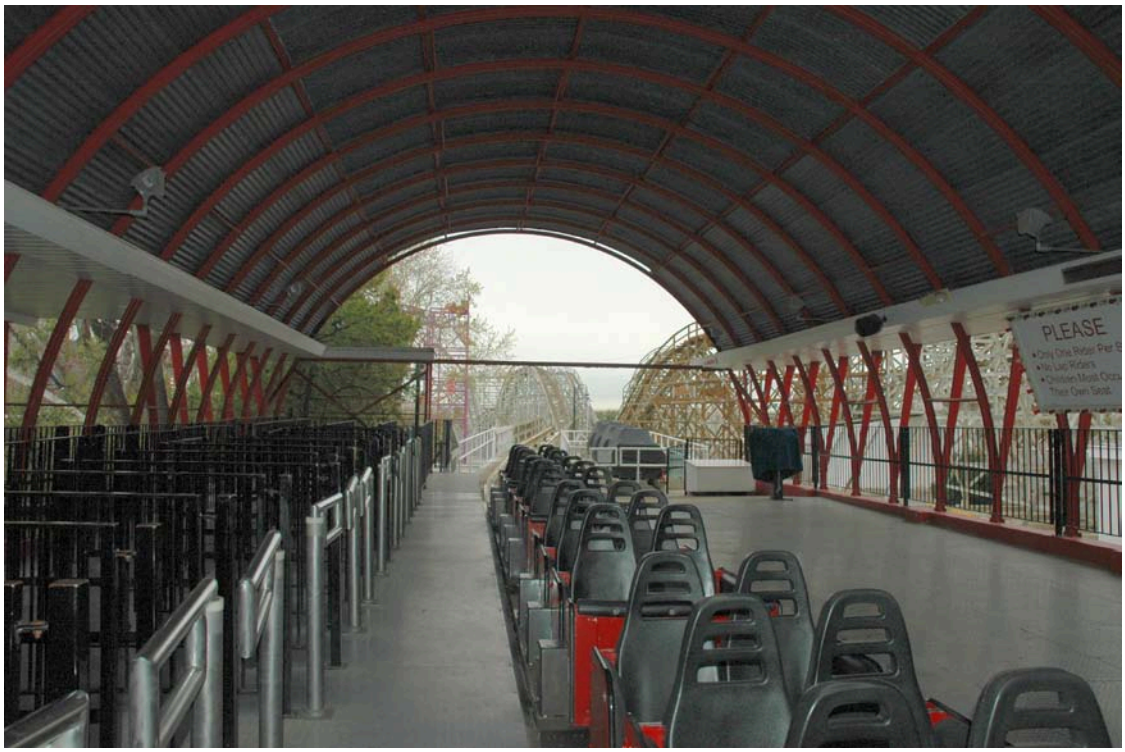
County: Davis State: Utah

Photographer: Korral Broschinsky

Date Photographed: 2011-2012

Lagoon Roller Coaster | **Davis County, Utah**
Name of Property | County and State

Description of Photograph(s) and number:


PLEASE


Roller Coaster
PLEASE

Lagoon Roller Coaster | **Davis County, Utah**
Name of Property | County and State

Property Owner:

(Complete this item at the request of the SHPO or FPO.)

name Lagoon Investment Company (Contact: David W. Freed)

street & number 375 N. Lagoon Drive telephone 801-451-8000

city or town Farmington state Utah zip code 84025

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.